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through the town.

the open country.

the town, and was on the high road in

Here the snow impeded his progress

more than he had expected; for there

was nothing in this high bleak spot to

check the caprices of the wind, which

swept almost bare great patches of the

open land, and swirled the snow into

heaps in unexpected places. It was a

lonely walk enough, and George began

to be puzzled as to whether he was

keeping the right way. There were

so few hedges or trees, and the feature-

less character of the country made it

easy for the snow to blurr its outlines

until they were quite undistinguish-

He felt rather relieved when he

caught the sound of human voices. He

waited, as they seemed to be behind

him. He heard them again in the roar of

but then the voices ceased. He pres-

between him and the sea the dim out-

lines of two figures keeping pace with

him at a little distance. He hailed

them again, and the figures promptly

Without giving way to any cowardly

fears George began to wish that he had

been more discreet and that he had

stayed at a hotel. There was nothing

to do now, however, but to go forward

as quickly and carefully as he could,

for more than two-thirds of the dis-

tance must have been traversed by this

Unfortunately, however, soon after this incident he lost his way, hopelessly, undeniably. He found himself floundering, knee-deep, in snow, over some-

thing which might be a freshly-plowed field or which might be the ruins of a

house, but which was certainly not the

After a few fruitless struggles to on firmer ground George again caught sight, a little way

to the left this time, of two figures,

which he perceived to be those

of a man and a woman. Just at the mo-

ment of his discerning them the figures

parted, that of the man disappearing

from view, while the woman held on

As she was evidently on firm ground,

Beorge made towards her at once, not

calling out, lest he should frighten her.

Before he came up with her, he saw,

by her walk and by her figure, that she

was young; and when he addressed

her, saying that he had lost his way,

she turned her head quickly, and

showed him, that she was adorably

pretty. So entirely was he thrown off

his balance by the unexpected sight of

such a lovely face, that he stopped

thort in the middle of his speech, and

left her to answer a question which he

"You are on the high road-to St.

And then she glanced, with a sudden

thange of expression, at the bag he was carrying. Before he could do more than raise his hat and thank her,

she had hurried past him like a hare,

with just one more look, penetrating,

intelligent, from his face to the bag in

George remained for a moment stupe-

led; he stared at the retreating figure

before him, and fancied he saw her

turn, with a gesture of invitation to

aim to follow and catch her up. Act-

ing on the impression, he started for-

ward, and then there flashed into his

nind the words used by the detective

it the station: "Two well-known

thleves, a man and a woman," had trav-

sled down by the same train as him-

self! He was at once ashamed of his

nomentary suspicion that the beauti-

ful girl he had just spoken to could be

inything but the angel she looked; but

her furtive and eager glances at his

bag recurred again and again to his

The wind was still blowing very

hard, and the snow, which had for

some time almost ceased, began to fall

tgain in great flakes, so that the land-

cape was soon entirely blotted out

rom view, and George found more dif-

lculty than ever in keeping the road.

At last he saw a large, dark object in

front of him, which he recognized as

he clump of trees which marked the

spot where there were crossroads, and

where he should have to take the road

on his right to get down into the vil-

lage, where Dr. Lowe's house stood.

The crossroads were at the highest point of the neighborhood, and George

could scarcely keep his feet, much less

Just before he reached the turning

he came to a fair-sized house of only

two stories, shut in by a garden in-closed by a high wall. Just as George

got under shelter of the wall, a door in

the middle opened, and out of the

darkness the voice of the girl he had

choose his way as he approached it.

Placid's," she said, quickly. "Keep

had not finished asking.

straight on."

his hand.

vanished.

open road.

CHAPTER I .- WOMAN'S WILES.

Whew-w-w'! how the wind blew! How it swept along the Kentish fields, driving the snow into drifts, whistling through the bare branches of the trees, and hurrying the black clouds along in the lowering sky!

The mail train was speeding along to Dover, and the passengers, blinking out of the windows, shrugged their shoulders and shivered at the prospect before them.

"If it's like this inland," said one prosperous-looking old gentleman, tucked up in rugs in the corner of a first-class compartment, to his opposite neighbor, "what will it be like at Dover? Ten to one the boat won't cross to-night!

At the further end of the carriage a young man was sitting, who seemed much disturbed by this remark. "Do you really think so?" he asked

anxiously, joining in the talk for the first time. "It takes a great deal to stop the mail boat."

The first speaker replied with the calm and pompous assurance of an experienced traveler.

'Well, and what do you call 'a great deal,' if you haven't got it there?" And he pointed with his finger to the snow-covered landscape just as a fresh blast came howling round the flying train, covering the window with a thick white sheet of driving snow.

The young man looked more anxious than ever. He was a clerk in the employ of a firm of stock brokers, and had been intrusted for the first time with a duty of great importance. He was the the wind. He hailed the unseen persons, bearer of a large amount of negotiable securities which, for safety, it was thought advisable to send by hand, and he had to deliver them in Paris on ently went on again until he was startled to see in the darkness the following day.

When the train stopped at Dover station, therefore, George Llewellyn, for that was the young fellow's name, was among the first of the passengers to spring on to the platform, and to ask eagerly whether the mail boat was go-



"No, sir. She won't cross to-night. The storm's too high," was the disappointing answer of the official.

Llewellyn, however, would not give up hope at once. He had no luggage but his hand bag, and he waited about, refusing all offers of the porters to car ry it for him, and made further inquirics, in the vain hope of at length hearing better news. At last he became aware that some-

thing about him had made him an object of suspicion to two men whom, by their boots, he guessed to be detectives; and as, recognizing this, he was about to leave the station, one of these men came up to him very quietly and requested him to step into the superintendent's office.

Llewellyn saw that it was best to comply quietly, and, on finding himself shut in with the detective and a couple of policemen in uniform, he gave at once the fullest details as to his name, his residence, his place of employment, and his present errand. He also gave up his keys, so that the detective could inspect the documents he was carrying.

The examination lasted a very few moments.

"Quite right, sir, thank you," said the man, touching his hat with a smile, and now you must excuse me for having detained you, but we've just had a wire telling us to be on the lookout for two well-known thieves, a man and a woman, who are supposed to have come down by this train with a number of stolen securities. So you see, sir, although it was a bad shot in one way to suspect you, on the other it was a good one, for you were traveling with securities, although they didn't happen to be stolen ones. George Llewellyn accepted the apol-

ogy and explanation good-humoredly and asked if it was by order of the police that the boat was stopped.

"Oh, no, sir. The weather's responsible for that," answered the man, shaking his head. "Though I don't say it won't help us to have a little more

time to look around." And he opened the door, saluting George respectfully as the latter passed

Out in the little squalid street outside the station, with the wind whis-

tling round the corners and the snow melting into a dirty slush at his feet, Llewellyn asked himself what he should do. Should he put up at a hotel in the town? Or should he make his way to the house of an old friend of his father's, who lived, as he knew a little way out of Dover, off the high road over the cliffs?

He decided on the latter course. Dr. Lowe was not a man who kept early hours; and George, who remembered in what direction the house lay although he had not been there since his boy-hood, decided that he would be able to reach it in an hour, allowing for the reach it in an hour, allowing for the state of the weather.

It was by this time twenty-five minstate of the weather.

such exceptional beauty as hers de-

temptation to look once more upon

"Thank you. It is very good of you, very good of you, indeed. If I am not intruding, I shall indeed be glad to accept your kind offer for a few minutes. She stepped nimbly back, opening

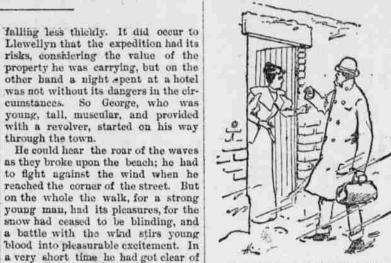
the door for him. He passed through on to a stone-flagged path, which led, under cover all the way, to a deep porch, under which the lamplight streamed brightly and invitingly through the open door. The curtains of a large window on the right of the porch were drawn; but

those on the left were still open, and

allowed George to see into a dining-

room made cozy by the shaded light

of lamps, and by the glow of a bright



HE CAME TO A FAIR-SIZED HOUSE.

fire. He caught glimpses of armor, helmets, spears, shields, shining on a dark rich wall; and of flowers and sparkling silver on a white-covered

George, who was half dazed by his struggle with the wind and by the action of the snow upon his eyes, thought vaguely of the story of "Beauty and the Beast," as he staggered up the stone path. There was something mysterious, almost uncanny about the shut-in house and its curiously hospitable inhabitant, which made him change his mind as he realized it, and turn, with an excuse upon his lips, to go out again.

At that moment he heard a key turned in the door by which he had come, and he knew in a moment that he had done wrong in entering. He made two rapid steps back, and was 100,000 Barrels per Annum met by the young girl.

"This way," she said, as, passing him quickly with a smile of invitation on her face, she led the way into the hall. [TO BE CONTINUED.]

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CYPHILENE BLOOD

just met spoke to him: "You will never find your way into the village through this snow. Won't you come inside the house until it has left off a little?"

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RAILROAD TIME-TABLES

Central Railroad of New Jersey. (Lehigh and Susquehanna Division) Anthracite coal used exclusively, insur-

Anthracite coal ased exclusively, insuring cleanliness and contort.

\*\*Table TABLE IN EFFECT NOV. 18, 189.

Trains leave Scranton for Pitiston, Wilkes-Parre, etc., at 8.29, 8.15, 11.39 a.m., 1245, 249, 4.05, 5.09, 7.25, H.95 p.m. Sundays, 9.09 a.m., 1.09, 2.15, 7.19 p.m.

For Atlantic City, 8.29 a.m.

For New York, Newark and Elizabeth, 8.29 (express) a.m., 12.45 (express with Burfet parlor car), 3.05 (express) p.m. Sunday, 2.15 p.m.

For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.29 a.m., 12.45, 3.05, 5.09 (except Philadelphia) p.m. Sunday, 2.15 p.m.

For Long Branch, Ocean Grove, etc., at 8.29 a.m., 12.45 p.m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a.m., 12.45 p.m.

Returning, leave New York, foot of Liberty street, North river, at 9.10 (express) a.m., 1.19, 1.39, 4.39 (express with Buffet parlor car) p.m. Sunday, 4.30 p.m.

Leave Philadelphia, Reading Terminal, 9.09 a.m., 2.09 and 4.30 p.m. Sunday 6.27 a.m.

Through tickets to all points at lowest

a.m.
Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN,
Gen. Pass. Agent,
J. H. OLHAUSEN, Gen. Supt.

DELAWARE AND HUDSON RAIL-

ROAD. Commencing Monday, day, July 20, all trains will arrive at new Lackawanna avenue station as follows:
Trains will leave Scrantor station for Carbondale and intermediate points at 2:20, 5:45, 7:09, 8:25 and 10:10 a.m., 12:00, 2:20, 3:55, 5:15, 6:15, 7:25, 9:10 and 11:20 p.m.
For Farview, Waymart and Honesdale

and 11.20 p.m.

For Farview, Waymart and Honesdale
at 7.00, 8.25 and 10.10 a.m., 12.00, 2.20 and 5.15

at 7.00, 8.25 and 10.10 a.m., 12.00, 2.20 and 5.15 p.m.

For Albany, Saratoga, the Adirondacks and Montreal at 5.45 a.m. and 2.20 p.m.

For Wilkes-Barre and intermediate ints at 7.45, 8.45, 9.28 and 10.45 a.m., 12.05, 1.20, 2.28, 4.00, 5.10, 6.05, 8.15 and 11.33 p.m.

Trains will arrive at Scranton station from Carbondale and intermediate points at 7.40, 8.40, 9.34 and 10.40 a.m., 12.00, 1.17, 2.34, 2.40, 4.54, 5.55, 7.45, 9.11 and 11.33 p.m.

From Honesdale, Waymart and Farview at 9.34 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m.

From Montreal, Saratoga, Albany, etc., at 4.54 and 11.33 p.m.

From Wilkes-Barre and intermediate points at 2.15, 8.04, 10.05 and 11.55 a.m., 1.16, 2.14, 3.29, 5.10, 6.08, 7.20, 9.03 and 11.15 p.m.

Nov. 18, 1894.

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 7.45 a.m., 12.05, 2.38 and 11.38 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., and 1.39 p.m.

Leave Scranton for Pittston and Wilkes-Barre, via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 3.50, 6.07, 8.50 p.m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V. R. R., 6.40 a.m., via D. & H. R. R. at 7.45 a.m., 12.05, 2.38, 4.00 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.29 a.m., 1.30, 3.50 p.m.

R. R. at 7.45 a.m., 12.65, 2.38, 4.00 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.29 a.m., 1.30, 3.59 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R., 7.45 a.m., 12.95, 2.38, 4.00, 11.38 p.m., via D., L. & W. R. R. 6.00, 8.08, 11.20 a.m., 1.30 p.m.

Leave Scranton for Tunkhannock, Towanda, Elmira, ithaca, Geneva and all intermediate points via D. & H. R. R., 8.45 a.m., 12.05 and 11.35 p.m., via D., L. & W. R. R., 8.08, 9.55 a.m., 1.30 p.m.

Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all points west via D. & H. R. R., 8.45 a.m., 12.05, 6.05 p.m., via D., L. & W. R. R. and Pittston Junction, 8.08, 9.55 a.m., 1.50, 8.50 p.m., via D., L. & W. R. R., 3.44 p.m.

For Elmira and the west via Salamanca, via D. & H. R. R., 8.45 a.m., 12.05, 6.05 p.m., via D. L. & W. R. R., 8.09, 9.55 a.m., 1.50, and 6.07 p.m.

Pullman parlor and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo, and Suspension Bridge.

Philadelphia, Builelo, Bridge, ROLLIN H. WILBUR, Gen. Supt. CHAS, S. LEE, Gen. Pass. Agt., Phila., Pa. A. W. NONNEMACHER, Asst. Gen Pass. Agt., South Bethlehem, Pa.

Del., Lack, and Western. Trains leave Scranton as follows: Ex-ress for New York and all points East p.m. Express for Easton, Trenton, Philadel-phia and the south, 5.15, 8.00 and 9.55 a.m., 12.55 and 3.50 p.m. Washington and way stations, 3.55 p.m.

Washington and way stations, 2.55 p.m. Tobyhanna accommodation, 6.10 p.m. Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.19, 2.35 a.m. and 1.24 p.m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Bath accommodation, 9 a.m. Binghamton and way stations, 12.37 p.m. Nicholson accommodation, at 5.15 p.m. Binghamton and Elmira Express, 6.05 p.m. p.m. Express for Cortland, Syracuse, Oswego Utica and Richfield Springs, 2.35 a.m. and

Utica and Richfield Springs, 2.35 a.m. and 1.24 p.m.
Ithaca, 2.35 and Bath 3 a.m. and 1.24 p.m.
For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.
Northumberland and intermediate stations, 6.00, 9.55 a.m. and 1.20 and 6.07 p.m.
Nanticoke and intermediate stations, 8.08 and 11.20 a.m. Plymouth and intermediate stations, 3.09 and 8.52 p.m.
Pullman parlor and sleeping coaches on all express trains
For detailed information, pocket timetables, etc., apply to M. L. Smith, city ticket office, 325 Lackawanna avenue, or depot ticket office.

SCRANTON DIVISION. In Effect Sept. 16th, 1894.

South Bound.

North Bound.

| 205   | 203   | 201   |  | 202   |               | 206           |
|-------|-------|-------|--|-------|---------------|---------------|
| 3 8   | 8 .   | ⊐ 8   | Stations   | 7 1   | O. X          | コ湾            |
| Pass  | YDa   | Pas   | (Trains Daily,   | Pas   | 2 5           | Pag           |
| H     | Z.    | 4     | Except Sunday)   | 1     | 54            | 4             |
|       | PN    |       | Arrive Leave   |       | A M           |               |
| ****  | 7 23  | 18.1  | N Y Franklin St<br>West 42nd St  |       | 7 50          | ****          |
| 7555  | 7 00  | ****  | Weehawken  | 10.11 | 8 10          | ••••          |
| P W   | P 34  | ****  | Arrive Leave   | A M   | P M           | ****          |
| 8 20  | 1 15  | _     | Hancock June.  | 6 00  | 2 00          |               |
| 8 10  | 100   | ****  | Hancock June.  | 6 06  | 2 11          | ****          |
| 7.58  | 12 56 | ****  | Starlight  | 6 18  | 9 93          | ****          |
| 7 51  | 12 46 |       | Preston Park   | 6 25  | 2 31          |               |
| 7 45  | 12 40 |       | - Como   | 6 32  | 2 41          |               |
| 7.38  | 12 25 | 75.00 | Poyntello  | 0.40  | 2 50          |               |
| 7 33  | 12 18 |       | Belmont  | 6 45  | 2.58          |               |
| 7.22  | 12 03 |       | Pleasant Mt.   | 6.55  | 3.06          |               |
| 7 19  | £1159 | ***   | Uniondale  | f6 58 | 3 09          | ****          |
| 7 08  | 11 49 | A M   | Forset City  | 7 10  |               | P M           |
| 6 51  | 11 34 | 9 15  |  | 7 24  | 3 34          | 5 84          |
| 6 48  | £1130 | 9 12  |  | 727   | 13 38         | 5 37          |
| 6 43  | 11 23 | 9 03  |  | 7 34  | 13 43<br>3 45 | f5 49<br>5 45 |
| 6.85  | 11 18 | 8 57  |  | 7 40  | 3 51          | 5 51          |
| 6 32  | f1115 | 8 54  |  | 7 43  | 3 54          | 5 54          |
| 6.29  | 11 11 | 8 50  | Peckville  | 7 48  | 3 50          | 5 59          |
| 6 25  | 11 07 | 8 44  | Olyphant   | 7 59  | 4 04          | 8 04          |
| 6 21  | 11.05 | 8 41  | Dickson  | 7.54  | 4 07          | 6 07          |
| 6 19  |       | 8 30  |  | 7 56  |               | 6 10          |
| 6 14  | 11 00 | 8 30  | Providence   | 8 00  |               | 6 14          |
| f6 13 | f1057 | 8 32  |  | 8 62  |               | 6 16          |
| 6 10  |       | 830   | THE RESERVOIS ASSESSMENT OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COL | 8 00  | 10000         | 27.75.04.95   |
| PM    | AM    | A N   | Leave Arrive   | A M   | PN            | P H           |

All trains run daily except Sunday.

f. signifies that trains stop on signal for pass sengers.

Secure rates via Ontario & Western before purchasing tickets and save money. Day and Night Express to the West.

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Eric and Wyoming Valley. Trains leave Scranton for New York and intermediate points on the Erie railroad at 6.35 a.m. and 324 p.m. Also for Honesdale. Hawley and local points at 6.35, 9.45 a.m., and 3.24 p.m. All the above are through trains to and from Honesdale.

Trains leave for Wilkes-Barre at 6.40 a.m. and 3.41 p.m. AMUSEMENTS.

THE FROTHINGHAM NIGHT, WED. NOV. 28. NIGHT. SUMMERS & DEVERE'S GREAT PLAY. KENTUCK

ce the Realistic Stable and Great Race Scene on the Lexington, Ky., Track. All New Scenery! Music! Songs!

The play produced under the direction of FREDERICK DEVERE, formerly Stage Di-

ctor for Kiralfy's Spectacles. Seats now on sale. Regular prices.

THE FROTHINCHAM Thurs 29 THANKSGIVING Thurs 29

JOSEPH IEFFERSON. RIP VAN WINKLE.

Sale of seats Monday, 9 a. m. (Nov. 26) Prices, \$2.00, \$1.50, and \$1.00.

A CADEMY OF MUSIC Thanksgiving Day, THURSDAY, NOVEMBER 29. Matince at 2.30, Evening at 8.

Geo. Dixon Vaudeville and Specially Co Composed of some of the best Vaudevill Artists on the stage, and giving a good performance. The entertainment to close with a 4-round scientific ex-hibition of sparring between

George - Dixon, Champion Feather Weight of the World, and PROF. JACK LYNCH, of Philada.

Regular prices. Sale of seats opens Tues-lay, Nov. 17, at 8 a. m. A CADEMY OF MUSIC.

FRIDAY, NOV. 30. Eugene Robinson's Superb Production, THE NEW Kauvar 'aul

Special Scenery and Effects. A Strong Dramatic Cast. Multum Em Onus. HEAR .. THE .. GRENADIER .. QUARTETTE

Regular prices. Sale of seats opens Wednes-day, Nov. 28. DAVIS' THEATER 3 Nights. 3 Matinees. BEGINNING MONDAY MATINEE. NOV. 26

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ADMISSION, 10, 20 OR 30 CENTS Two performances daily at 2.30 and 8.15 p.m.

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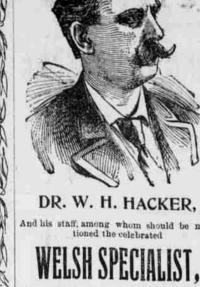
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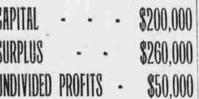
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